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THE TRUTH ABOUT [Mayor]
HARRISON UP TO
DATE

(1903)

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TOLD BY THE RECORDS AND THE PRESS

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"We may thank our stars for the presence in the Mayor's office of an honest man with a club."

—*The Chicago Times-Herald, July 14, 1897.*

THE COUNCIL RECORDS TEEM WITH HARRISON'S VETOES OF BAD LEGISLATION.

Here are a few samples:

PEOPLE'S GAS COMPANY

June 21, 1897, Mayor Harrison vetoed a Council order allowing the *People's Gas Light and Coke Company* to tear up the streets and providing that their repaving be paid for by the city, for the reason that it burdened the city with expense properly chargeable to said company.

Council Proceedings, 1897–98, page 416.

THE NOTORIOUS "COMMONWEALTH ELECTRIC"

June 28, 1897, the Mayor vetoed the *notorious Commonwealth Electric Company ordinance*, for the reasons that:

1. The names of the beneficiaries were not known;
2. The powers granted were altogether too broad;
3. District in which underground wires were required too restricted;
4. Charges to be made to private consumers too great;
5. City's consideration for the rights and privileges granted was too small; and,
6. The proposed term of grant was too long.

—*Council Proceedings, 1897–98, page 475.*

"Mayor Harrison's chief power in his last two terms has been gained by placing the interests of the people above the selfish interests of the politicians."

—Chicago Journal, December 7, 1902.

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The Council passed the ordinance over the Mayor's veto, and it *is the first and last so-called boodle ordinance that has become a law during Mayor Harrison's three administrations.*

THE "CHICAGO GENERAL RAILWAY"

July 6, 1897, the Mayor vetoed the ill-considered and improvident ordinance of the *Chicago General Railway Company*, for the reasons that:

"The compensation running to the City in return for said franchise is insufficient. The powers granted in Section 12 of said ordinance are so broad as to practically amount to an electric lighting franchise, and certain conditions which should be incorporated in every traction franchise are absent from said ordinance. I refer to the ultimate placing of all trolley wires underground, the introduction in use of the grooved rail, and the paving by street railway companies of all streets used by them from curb to curb."

—Council Proceedings, 1897-98, page 531.

THE ODIOUS GENERAL ELECTRIC ORDINANCE

July 12, 1897, Mayor Harrison vetoed the scandalous *General Electric Company ordinance* by which the company sought to avoid its obligations to the City and property owners who had signed frontage consents for the company, for the reason, as he stated, that:

"It is against the policy of this administration to permit the unconditional use of the overhead trolley wire; an for the further reason that this administration, favoring as it does the ultimate introduction of the so-called grooved rail, cannot countenance any ordinance which does not contemplate, sooner or later, its use."

"Mayor Harrison * * * has annihilated boodle ordinances, has administered a quietus to franchise-grabbers, has well safeguarded the interests of the people.—Chicago Journal, December 26, 1902.

And for the further reason that the ordinance was a flagrant breach of the contract between the company and the owners who signed frontage consents along its proposed line and of the contract between the company and the City; and that "it smacked of shady methods, to say the least."

—Council Proceedings, 1897-98, page 560.

The Mayor's veto was sustained, and in connection with it Harrison made his first appearance as *the first Mayor of Chicago to fight the Council aggressively in matters of vicious legislation.*

"The Mayor and that honest minority which stands with him have done their duty nobly. They have shown not only that they are honest, but also that they are good, stubborn, effective fighters. His Honor, in particular, has demonstrated that he knows both what is right and how to go about securing it. His blunt, straightforward method is refreshing."

—Chicago Journal, July 14, 1897.

"Citizens of Chicago cannot be too grateful for the masterly manner in which Mayor Harrison conducted his fight for the preservation of the contract which was entered into between the City and the General Electric Railway Company."

Evening Post, July 13, 1897.

AGAINST UNBUSINESS-LIKE METHODS IN CITY AFFAIRS.

October 13, 1897, the Mayor, following out his promises of a businesslike administration of City affairs, vetoed an order closing the City Hall at 1 o'clock Saturday afternoons during the year, for the reason that:

"It is necessary every department should work more rather than fewer hours in order that the work of the City may

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"Mayor Harrison is not of the Journal's political faith, but he is in many respects one of the best officials Chicago ever had."—Chicago Journal, May 11, 1901.

be properly expedited. The City should be run on the same basis as any large business house, and it is not the custom to close any mercantile establishment Saturday afternoons except during the heated season."

—Council Proceedings 1897-98, page 676.

CONSUMERS' ELECTRIC.

March 7, 1898, the Mayor vetoed the Consumers' Electric Light Company ordinance, for the reason that:

"Said ordinance does not sufficiently insure compensation to the City."

—Council Proceedings 1897-98, page 1862.

FOR COMPENSATION TO CITY.

April 11, 1898, Mayor Harrison vetoed an ordinance permitting the Chicago, Milwaukee and St. Paul Railway Company to install a trolley line on its Evanston Division, for the reasons that:

"The compensation from said company to the City was inadequate; no requirement was contained in the ordinance for the paving of the streets between the rails where the company was to make use of any part of a public street; and there was no provision for the removal of overhead wires in view of future elevation of the roadway."

—Council Proceedings, 1898-1899, page 3.

FOR ECONOMY.

October 17, 1898, the Mayor vetoed, among other things, the erection of a municipal reviewing stand for the Peace Jubilee.

"For the reason that the administration cannot afford to spend money for a purpose of this kind when the City is ham-

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"I believe that honesty should be the qualification for Aldermen, and I don't care whether a man is a Democrat, a Republican, a Populist, or what, so long as he is for the city's interest and not for his own pocket."

—Mayor Harrison in Chicago Record-Herald, March 23, 1902.

pered for money in the Street Cleaning, Bridge, and other Departments. There are too many necessities demanding the expenditure of City Funds to-day for the City Government to spend money on pure luxuries."

—Council Proceedings, 1898–1899, page 770.

MORE VETOES OF BAD LEGISLATION.

"MAYOR HARRISON'S SEVEN VETOES.—Mayor Harrison was a busy man yesterday. * * * He was preparing a number of vetoes for the instruction of the City Council and, incidentally, for the discipline of several Aldermen. * * * It was a great night for Mayor Harrison, and he has the thanks of the community for the good use he made of his veto power."

—Evening Post, October 18, 1898.

A FULL DAY'S WORK FOR A FULL DAY'S PAY.

November 9, 1898, the Mayor again insisted upon the City's getting *a full day's work for a full day's pay* and vetoed an order for Saturday half holiday throughout the year. He said:

"The City is to-day hampered by the need of money in every department. A large increase of the force is required by the Police Department, the bridges are going to rack and ruin for the lack of money to put them in decent condition. The garbage of the City cannot be disposed of effectually without a large increase in the appropriation. The same conditions obtain in all branches of the City Government. A half holiday on Saturdays would be peculiarly unfortunate in the Street and Alley Cleaning Department, because it would throw the teams of the City out of service Saturdays after noon, when on account

"Certainly this is a most admirable statement of the duty of a good citizen as well as of a party leader in municipal affairs."—Chicago Record-Herald, March 23, 1902.

of no work being done on Sunday, a good systematic cleaning up is most required. * * * Before such a step can be adopted * * * with prudence and justice to the taxpayers of the community, it will be necessary so largely to increase the revenues of the City that the payment of one-twelfth of the entire payroll without corresponding service being rendered shall not fall as a calamity on the City."

—Council Proceedings, 1898-1899, page 874.

GRABBING ORDINANCE OF ILLINOIS TELEPHONE AND TELEGRAPH CO.

January 30, 1899, the Mayor vetoed the obnoxious Illinois Telephone and Telegraph Company ordinance because, as he stated:

1. It failed to specify time limit for completion of plant;
2. It granted the right to tear up any newly paved streets;
3. It was too broad in permitting the bringing of wires to the surface in every block and carrying them for four blocks on poles, roofs, etc.;
4. It failed to require metallic circuits necessary for good service;
5. It gave the City no right to use the Company's poles and ducts;
6. The time granted (40 years) was altogether too long and there was no provision for ultimate municipal ownership;
7. It provided for no compensation to the City.

—Council Proceedings, 1898-1899, page 1445.

"And the Mayor is to be congratulated that, having recognized that his duty to Chicago is higher than to his party, he has had the courage and public spirit to announce it thus boldly."

—Chicago Record-Herald, March 23, 1902.

VETO OF SALARY INCREASE.

March 27, 1899, the Mayor vetoes salary increase of City employes and helps the taxpayer.

—*Council Proceedings, 1898-99, page 1957.*

"HARRISON AND THE TAXPAYERS.—Mayor Harrison again demonstrated his loyalty to the interests of the taxpayer when he vetoed the salary grab action of the appropriation bill at the Council meeting last night, and the people will not overlook the act. * * * It is not every Mayor who would do such a courageous thing in behalf of the people during the closing week of a political campaign in which he was vitally interested. * * * Mayor Harrison was satisfied the increase was unfair and should not stand, and he took the first possible opportunity to make his convictions known, totally disregarding the day and date."

—*Chicago Record, March* 28, 1899.

BALKS IMPROVIDENT SALE OF VALUABLE CITY PROPERTY.

November 13, 1899, the Mayor vetoed an order providing for the sale of the "Boston store property," saying to the Council:

"I do not approve of the selling of good income-bearing property for any purpose. I am in thorough harmony with the underlying spirit of this order. The necessity of establishing a small park system affording breathing spots in the overcrowded inside wards, for the children of these densely populated districts, appeals to all of us. The municipality can undertake no more laudable work than that of providing playgrounds close to the homes for the children of such of our citi-

"The vote is one of confidence in Mayor Harrison's personal honesty, and a just rebuke to the attacks upon the credit of Chicago."

—Record-Herald, April 3, 1901.

zens as cannot afford the luxury of private yards. * * * The argument is advanced that the property sought to be disposed of has reached its maximum value. The proponents of this argument lack faith in the future of Chicago. At every period in the history of our City the same idea has found voice. Fortunately for Chicago, however, in the past this note of warning has been sounded by citizens of other cities, who could not understand the spirit of progress and advancement that dominated our citizens; and the citizens of Chicago have proceeded in the building up of this great municipality with the firm conviction that they were laying the foundation stones for the future metropolis of the world."

—*Council Proceedings*, 1899-1900, *page* 1549.

MAKES THE COUNCIL CONSIDER THE CITY'S WELFARE FIRST.

On February 26, 1900, Mayor Harrison vetoed *an ordinance increasing the scale of wages to be paid by the City to its employes*, and in his message to the Council said:

"The City is in no position to-day to raise the salaries of its employes. Our bridges are either closed or rapidly going to pieces; our streets are dirty and demand the employment of more men if they are to be put and kept in anything like decent condition; the clay holes in which the City at present is depositing its refuse are rapidly filling, and the day is almost here when the City must have reduction and incinerating plants to take care of the garbage; the police force is too small, and its size should be increased if life and property are adequately to be protected;

URGES MORE POLICE.

"No man has dared hint that Mayor Harrison has been the beneficiary, directly or indirectly, of any franchise that has passed the City Council."

—Chicago Journal, December 26, 1902.

MORE ELECTRIC LIGHTS. the electric lighting system should be extended so that every street in every ward will be well lighted; small parks in the thickly settled

AND SMALL PARKS AND PLAYGROUNDS FOR THE PEOPLE AND THEIR CHILDREN. wards are demanded as playgrounds and breathing spots for both young and old, to whom fortune has denied the privilege of a yard of their own. These and many other demands rightfully made by your constituents should be complied with before there should be any question of a salary increase for any class of City employes. The public at large is more interested in good service than in the rate of wages its employes receive. It is willing to pay each of its employes an honest wage, but before making an increase over what has been the settled standard for a decade, it demands—and justly, too—that your Honorable Body shall give it the service for which it pays its taxation."

—*Council Proceedings*, 1899-1900, *page* 257.

THE FAMOUS OGDEN GAS VETO. June 25, 1900, the Mayor vetoed the pernicious ordinance permitting the Ogden Gas Company to sell out to the Gas Trust in defiance of the terms of the company's franchise, for the reasons that: (1), the proposed ordinance "renders nugatory the obligation imposed upon the Ogden Gas Company by its original ordinance to furnish *all* the people of the City of Chicago with gas at ninety cents a thousand;" (2), the ordinance "fails to provide for additional compensation to the City of Chicago." The Mayor said:

"The people of Chicago have the right to expect and demand that a franchise granted by their City Council and of

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"With Harrison in the saddle the property owners will not have to stand guard at night with shotguns to save the streets and alleys from being pilfered."

—Chicago Journal, December 2, 1902.

great value to the holders shall be operated in the spirit in which it was granted; they have a further demand that no valuable privilege or enjoyment of existing privileges shall be granted without adequate compensation therefor being paid into the City treasury."

—*Council Proceedings*, 1900–1901, *page* 663.

This was followed up January 6, 1902, by Mayor Harrison recommending an ordinance, which was passed, declaring that the rights and privileges granted to the company by the city were of no more force and effect by reason of the company's violation of its agreement with the City.

—*Council Proceedings*, 1901–1902, *page* 1677.

CONTINUES FOR COMPENSATION.

April 8, 1901, Mayor Harrison vetoed an ordinance on the ground that it was "against the policy of the present administration to permit switch tracks to be laid either on the surface or on elevated structures, on or across City streets and alleys, *without the payment of compensation to the City.*"

—*Council Proceedings*, 1901–1902, *page* 2.

HARRISON'S PART IN CONSTRUCTIVE LEGISLATION.

More than any other Mayor, Harrison has advised and recommended to the City Council legislation for the advantage of the whole city.

COMPENSATION FOR PUBLIC FRANCHISES.

July 6, 1897, as indicating his policy with reference to public franchises, in a message to the Council he urged that in every traction ordinance provision should be made for *adequate compensation*, and "the ultimate placing of all trolley wires under ground,

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"Boston and the East have much to learn from Chicago in advanced methods of public school instruction."—Record-Herald, May 26, 1901.

the introduction in use of the grooved rail, and the paving by the street railway companies of all streets used by them, from curb to curb."

—*Council Proceedings* 1897-1898, *page* 531.

HIS WELL-KNOWN EDUCATIONAL COMMISSION.

December 6, 1897, in a communication to the Council, Harrison asked that authority be given him to appoint a committee to inquire into the Chicago Public School System. This authority was given and he appointed the Commission of eleven members, consisting of members of the Board of Education and of the City Council and of men prominent in the professions. Of the work of this Commission a high authority and eminent critic said :

"The result of all this labor is one of the most important educational documents ever produced. It cannot fail to attract widespread attention and excite deep interest wherever the importance of public education is understood. It affords a striking example of a necessary piece of work done in the right way; and it is much to the credit of Mayor Harrison that he should have taken the initiative in this commendable enterprise. We have said more than once that of the duties incumbent upon the Chief Executive of a great city those which relate to the conduct of the Public Schools are paramount to all others; and in the present case, as perhaps never before in the history of Chicago, the importance of these duties seems to have been realized."

—*The Dial, January* 16, 1899.

"The Mayor has evinced unusual and gratifying appreciation of the qualifications that should govern in appointments to the school board."

—Record-Herald, May 29, 1901.

REDUCES INTEREST ONE-HALF. April 11, 1898, in his annual message, Harrison announced the refunding of $100,000.00 7 per cent. twenty-year bonds at the reduced interest of 3.5 per cent., and their sale at a premium of 1.0366, and the reduction of interest on time warrants from 6 to 5 per cent. and the reduction in bonded debt of the city $65,000.00. The Mayor further said :

"Instead of sitting down and weeping over the insufficiency of civic revenue, the administration grappled the task of giving the city more light, of inaugurating an intercepting sewer system which results in giving the City absolutely pure water, in arranging for the establishment of what was regarded as an almost perfect garbage system, and in seeing to it that track elevation should be a fact and not a theory."

—*Council Proceedings*, 1898-1899, *page* 4.

TO REGULATE TELEPHONE RATES. February 11, 1899, Harrison suggested that in all new telephone ordinances *the city reserve the right to regulate the rates* charged for the public service.

—*Council Proceedings*, 1898 1899, *page* 1692.

INSTALLS ELECTRIC LIGHT PLANTS. March 23, 1899, Harrison suggested that *electric light plants* be installed at new water works pumping stations, thereby *saving $36,000.00 annually to the city.*

—*Council Proceedings* 1899-1900, *page* 1794.

COMPENSATION FOR PRIVATE USE OF PUBLIC SPACE. September 25, 1899, the Mayor in a message to the Council presented a tabulated statement of public street and alley space occupied by private persons, and urged the Council to require adequate compensation therefor, saying:

"I have always held that no matter how trivial might be the private use of public property, proper compensation should

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"The city may be proud of the Mayor and Mrs. Harrison for the graceful courtesy with which they filled the part of host and hostess in the city's behalf."

—Chicago Tribune (Prince Henry's visit), March 5, 1902.

be required, and since 1897 the various privileges of this charter have borne such compensation."

—*Council Proceedings*, 1899–1900, *page* 1182.

The same policy has been carried out with regard to all private uses of the streets, such as switch tracks, conduits, alley bridges, street scales, store windows, etc. The revenue to the city from these sources, due entirely to the Mayor's efforts, amounts to not less than $50,000 ANNUALLY.

—*Comptroller's Books.*

SEWER CONSTRUCTION. November 13, 1899, Mayor Harrison submitted to the Council an ordinance authorizing the construction of Sections "G" and "H" of the intercepting sewer system by day labor. He said:

"The best bid this or any other administration charged with the completion of such an undertaking could make for public favor would be to do the work cheaply and well. Economy of administration as well as perfection of construction will be demanded by the public, and neither end could be gained were the work prostituted to political ends. Any attempt so to prostitute the work would merit the public's sharp condemnation and receive it in full measure."

The Mayor showed, furthermore, the advantage to the community of having the work done by day labor, as the contractor's profit would go in higher wages to the citizens who actually did the work.

—*Council Proceedings* 1899–1900, *page* 1544.

Actual results justify the Mayor's position. The work done by day labor has resulted in great saving to the city.

(See page 30.)

"Mayor Harrison in his official life has set a good example to the people of Chicago—not part, but all of the people—that is worth much."

—Chicago Journal, October 20, 1902.

While the contractors' ring has fought the Mayor on a technicality and to an extent successfully in the lower courts, he is yet carrying on his fight for economy by appeal to the Supreme Court.

PAYMENT FOR PRIVILEGES.

November 20, 1899, the Mayor submitted to the Council a list of upward of three hundred switch tracks in use within the City limits, with the suggestion that the Council take the matter up with a view to increasing the revenue of the City by compelling the owners of privileges in the public streets to pay adequate compensation for them."

—*Council Proceedings* 1899-1900, *page* 1618.

RECREATION FOR THE YOUTH.

December, 11, 1899, the Mayor submitted to the Council an ordinance providing for free use of the City hydrants for the purpose of affording skating rinks by flooding vacant property. The Mayor said:

"Any action tending to afford the youth of the City, free of charge, healthful and amusing exercise is not only directed towards improving their physical condition but gives them an occupation for leisure hours that might in other circumstances be devoted to questionable or demoralizing occupations."

—*Council Proceedings* 1899-1900, *page* 1835.

PLANS TO SAVE MCNEY.

December 19, 1899, the Mayor sent to the Council a message calling attention to the large judgment indebtedness of the City and *suggested that the judgments be refunded by means of bonds bearing lower rate of interest*, thus *saving the City about $40,000.00 per year* in interest charges. He said:

"It is fortunate, moreover, that the council's finance committee has the guidance of a comptroller with the municipal experience and business sense of Mr. McGann."—Chicago Record-Herald, February 11, 1903.

"From a business point of view such an issue ought not to be objectionable as being an increase of the City's indebtedness, for it would be merely a change in the form of a part of it."

—*Council Proceedings* 1899 1900, *page* 1926.

The proposition to issue the bonds was submitted to the electors at the City election of April, 1901, and although receiving an overwhelming majority of the votes cast on the proposition, failed by a small margin of a majority of the total vote cast at the election.

Mayor Harrison has taken the matter up again. At his instance the proposition is to be submitted to the voters at the election of April 7, 1903.

BREAKS UP A MONOPOLY.

January 3, 1900, Harrison submitted an ordinance, subsequently passed, BREAKING UP THE MONOPOLY IN THE PAVING BRICK COMBINATION and opening the field to competition.

—*Council Proceedings* 1899–1900, *page* 2026

ESTABLISHES ART COMMISSION.

On the same date he submitted to the Council an ordinance ESTABLISHING AN ART COMMISSION.

The Mayor's message was subsequently carried into effect by the passage of his ordinance at the meeting of February 11, 1901

THE MAYOR URGES RIVER IMPROVEMENT.

January 29, 1900, the Mayor sent to the Council a message in which he pointed out the necessity of REMOVING CENTER PIER BRIDGES AND REPLACING THEM WITH BASCULE BRIDGES. He said:

"What the river has done for Chicago in the past it may reasonably be expected to do in the future. Upon it our City

largely depends for the maintenance of its commerce. While its welfare is looked after with a watchful eye, while its interests are properly guarded and its condition receives careful attention, the supremacy of Chicago as a shipping center will be maintained, and the freight trade of the lakes will of necessity go to and from this harbor."

SOLVES THE BRIDGE PROBLEM

By this message *the Mayor was the first to point out the solution of the center pier bridge problem*—how to do away with them and how to obtain modern bascule bridges in their stead in spite of the City's inability to increase its debt or to pay for them out of current revenue. He showed that center piers were in the greater part of the river obstacles to the flow of water required of the Sanitary District by law, and therefore that the expense of removing them and replacing the bridges with bascules should properly be borne by the Sanitary District.

—*Council Proceedings* 1899–1900, *page* 2291.

AND GETS BRIDGES.

This resulted in the Sanitary District undertaking the building of bascule bridges and the removal of center pier bridges, as advised by the Mayor.

Five of these bridges—at Taylor, Canal, Main and State streets and Ashland avenue—have been completed. The new bridges at Randolph and Harrison streets are under construction.

The City has recently built three large bascule bridges—at Clybourn place, East Division street and Ninety-fifth street.

THE MAYOR PROTECTS THE WATER FUND.

February 19, 1900, the Mayor asked the Council to refrain from placing new obligations on the Water Fund, pointing out the large amount of indebtedness outstanding against it, and saying:

"For some time past it had been rather the fashion to

"The City of Chicago now has an excellent account system. There was a time when that system was not excellent. A change was effected."

—Chicago Tribune, July 21, 1902.

attempt to saddle all character of work properly chargeable to the general appropriations of the City upon the Water Fund. The result of this has been to excite considerable alarm among bankers and financial men holding certificates issued against the receipts of the Water Department and to make the work of the Comptroller of selling new water certificates more than ordinarily difficult."

—*Council Proceedings* 1899–1900, *page* 2448

MAYOR COMPELS A DEFAULTING AND REPUDIATING RAILROAD COMPANY TO LIVE UP TO ITS AGREEMENT WITH THE CITY.

The Union Consolidated Elevated Railroad Company in 1896 obtained a franchise to complete the Union Loop, and in consideration for it agreed to pay a fixed compensation to the City. At the very first opportunity the company defaulted. When payment was demanded by the City *the company repudiated the agreement.* The Mayor promptly submitted to the Council an ordinance *to forfeit the franchise.*

—*Council Proceedings*, 1900–1901, *page* 323.

Two weeks later the Mayor submitted a message to the Council withdrawing the ordinance. *The company had paid up.*

—*Council Proceedings*. 1900–1901, *page* 471.

MAYOR COLLECTS BACK DUES FROM ANOTHER RAILROAD COMPANY.

The Elevated Road on the South Side had owed the City dues for compensation, and had been delinquent in payment from 1892 to 1897. June 11, 1900, the Mayor suggested to the Council a plan for collection which was adopted by the Council.

—*Council Proceedings*, 1900–1901, *page* 473.

The City got the money.

"Mayor Harrison has touched the street railways in a vital point in demanding that they obey the law."

—Chicago Daily News, December 23, 1901.

ANOTHER TRACTION COMPANY BROUGHT TO TIME.

The South Chicago City Railway Company refused to pay arrears of license fees due the City. The Mayor sent a communication to the Council, with an ordinance, to repeal the company's rights.

—*Council Proceedings*, 1901–1902, *page* 37.

The Company thereupon paid in full ($3,058).

—*City Collector's Books.*

COMPELS ELECTRIC LIGHT COMPANIES TO PAY

November 26, 1900, Harrison submitted to the Council a list of persons operating electric light plants and using street and sidewalk space for their wires.

—*Council Proceedings*, 1900–1901, *page* 1294.

He did this with a view of compelling payment of compensation therefor, and his action resulted in the recalcitrant electric light companies paying their just dues to the City.

MAYOR STOPS ILLEGAL CONFESSIONS OF JUDGMENTS

January 7, 1901, Mayor Harrison vetoed an order directing a confession of judgment against the City, for the reason that:

"The confession of judgment by the City as a means of paying the City's debts is contrary to the policy of this administration. The entry of judgments for this purpose in this manner violates both the letter and the spirit of the Act providing for the annual appropriation ordinance. * * * The next appropriation bill is soon to be passed, and the indebtedness mentioned in this order should be provided for in that bill; and the utterly bad practice of confessing judgment in such cases should be wholly repudiated."

—*Council Proceedings*, 1900–1901, *page* 1557.

"Mayor Harrison established an excellent precedent for the repression of anarchy when he issued the imperative command which prevented Emma Goldman from delivering a public address in this city."—Chicago Record-Herald, October 4, 1901.

" * * * It should serve as a sufficient notice to the Council that the practice of paying debts by confession of judgment must be abandoned, and that appropriations must be adequate to meet the requirements of each Department. As the Mayor says, 'the practice violates both the letter and the spirit of the Act providing for the annual appropriation ordinance'."

—*Chicago Times-Herald, January* 9, 1901

ESTABLISHES BUREAU OF STATISTICS.

January 21, 1901, Mayor Harrison submitted to the Council a message calling attention to the necessity for the establishment of a Bureau of Statistics. He said:

"There is hardly a city in Europe or America of the size and importance of Chicago which has not, in accordance with the scientific spirit of the age, a bureau for the collection, collation and distribution of statistical information regarding the condition of affairs of the municipality. The beneficent reforms of the present time are chiefly due to the scientific study and perusal of statistics. A sure test of the goodness or badness of a particular measure lies in an appeal to the same source. To understand intelligently the needs of this City one must understand intelligently the details of the operation of its institutions."

—*Council Proceedings*, 1900-1901, *page* 1814.

THE MUNICIPAL LIBRARY AND BUREAU OF STATISTICS.

"In its municipal library and bureau of statistics Chicago has an asset that is too often overlooked. City officials depend upon it for the information they need concerning their own and other cities, newspaper workers seek it almost daily, and college professors from all parts of the world write to it for aid in their studies."

—*Chicago Record-Herald, March* 5, 1903.

"Knowledge of facts is as important an aid to successful government as it is to successful business."—Chicago Record-Herald, March 5, 1903.

GOES AFTER ANOTHER DELINQUENT RAILWAY.

January 21, 1901, Mayor Harrison submitted to the Council a draft of *an ordinance repealing the Chicago General Railway Company franchises*, for the reason that :

"The Company has failed to keep its right of way in repair and has paid no track rental except for the year ending December 31, 1896, and no license fees since April 1, 1896; while the service rendered the public has been of the most unsatisfactory character. There is due the City for track rental alone the sum of $9,456.25, in spite of diligent effort on the part of the City to collect it."

—*Council Proceedings*, 1900-1901, *page* 1814.

The Company paid up.

MAYOR POINTS THE WAY OUT.

In February, 1901, the Supreme Court of Illinois decided that the City of Chicago could issue no more bonds for the construction of bridges or other permanent improvements because its limitation of indebtedness is 5 per cent of the assessed valuation of taxable property instead of the actual value, and has already been reached. The assessed value is by law one-fifth of the actual value. The Mayor's plan is to have the law changed, making the assessed value one-half the actual value instead of one-fifth, but not increasing the taxes. February 25, 1901, he transmitted to the Council drafts of certain acts,

" * * * having for their purpose the amending of the revenue laws of the State in order that the City of Chicago may be enabled to make the permanent improvements it needs to-day

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"The positive stand of the mayor against the destruction of the tunnels is a commendable step in the direction of a solution of the tunnel problem."

—Chicago Record-Herald, April 28, 1902.

and to pay for the same with the proceeds of a bond issue rather than with a portion of its scanty annual revenue. * * * The change from one-fifth to one-half the cash value as determining the assessed value would enable the City to issue new bonds to an amount aggregating $8,500,000, or merely enough to cover the most imperative present needs of the City for permanent improvements.

In order that the taxes of to-day should not be affected by this change of valuation, the acts limit the City and all other taxing bodies in the State to 40 per cent. of their present rate of taxes. In other words, *the burden of taxation—already grievous for our citizens to bear—would not be increased, while the task of providing funds to pay the cost of permanent improvements would be divided up among the taxpayers of the next twenty years.*"

—*Mayor's Message, Council Proceedings*, 1900-1901, *page* 2280.

These acts were presented to the legislature of 1901, but failed in passage in spite of the Mayor's efforts. They have again at the meeting of March 23, 1903, been presented to the City Council in order that their passage might be urged upon the legislature now in session at Springfield.

Council Proceedings, 1902-1903.

TO REQUIRE REFERENDUM TO THE PEOPLE.

In the acts presented the Mayor further provided against improvident issues of bonds by requiring them to be voted upon by the people; and provided for a Commission to superintend the expenditure of proceeds of bonds when sold.

"In not agreeing to the destruction of the river tunnels Mayor Harrison takes a position that is sound and tenable, and that will meet with the approval of all who have given any thought or study to the traction problem, either in its present aspects or in its possible development."—Chicago Record-Herald, April 28, 1902.

HARRISON ABOLISHES WINEROOMS.

October 21, 1901, Mayor Harrison submitted to the Council an ordinance abolishing "wine rooms" in saloons. The Mayor said :

"Public morals suffer greater damage from the wine-rooms than from almost any other cause. It is not necessary to particularize the evils resulting from their toleration; the evils are self-evident and firm steps should be taken to uproot them."

Council Proceedings, 1901-1902, *page* 976.

The Mayor's ordinance was passed by the Council December 9, 1901.

Council Proceedings, 1901-1902, *page* 1501.

"The wine-room ordinance passed by the City Council at its last session is not to be regarded as a bit of harmless literature for the edification of the decent element of the community. It was not enacted as a paper ordinance for political effect. The saloon wine-rooms must go. This is the edict of Mayor Harrison, and his instructions to the police are proof that he means business."

Chicago Record-Herald, *December* 13, 1901.

"Mayor Harrison has not missed a single Council meeting since he was first inaugurated in the year 1897."—Council Proceedings, April, 1897, to March 23, 1903.

WORK DONE AND PROGRESS MADE BY DEPARTMENTS UNDER HARRISON.

THE WATER DEPARTMENT GROWS FROM AN OUT-OF-DATE, INADEQUATE AND ILL-MANAGED CONCERN INTO A GREAT SYSTEM, WITH NEW PUMPING STATIONS, NEW CRIB, NEW TUNNELS AND PIPES EXTENDED TO MEET ALL THE CITY'S NEEDS FOR YEARS TO COME; AND A BUSINESS MANAGEMENT WHICH REDUCES THE RATES YET MAINTAINS THE REVENUE.

INCREASE IN WATER SUPPLY.

Under Harrison the great West Side has been given adequate water service for the first time in its history. Never before has there been given a water supply above the second stories of houses in many portions of the West Side.

Number of gallons of water pumped per day in 1896, 254,208,509
Number of gallons pumped per day at present 358,101,710

Miles of water tunnels in 1897 .....23.
Miles of water tunnels in 1903.....37.7

INCREASE (63 per cent.) or in miles.....14.7

NEW PUMPING STATIONS.

In June, 1900, a new pumping station at Central Park Avenue and Fillmore Street, having a daily capacity of 60,000,000 gals., was put into service. In December, 1900, a new pumping station at Springfield Avenue and Bloomingdale Road, having a daily capacity of 60,000,000 gals., was put into use. The effect of the opening of these two new pumping stations, pump-

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"The Mayor has entered into the campaign for a lowering of the tunnels with commendable spirit."

—Chicago Journal, November, 1902.

ing through a new pipe-distributing system, has been felt, with the result that the section of the City on the west, from the extreme north as far south as Washington Heights, which had heretofore suffered on account of inadequate pressure, has now a water supply system sufficient for years to come.

Increase in pumping capacity since 1896, **26.7 per cent.**

AND ADDITIONS TO SYSTEM IN LAST SIX YEARS.

During the last six years the following additions to the system have been made:

LAKE VIEW PUMPING STATION—

One 14 million gallon pump. Tunnel system remodeled.

CHICAGO AVENUE PUMPING STATION—

A new modern boiler plant installed. Three 25 million gallon pumps contracted for. Tunnel system remodeled.

FOURTEENTH STREET PUMPING STATION—

One 30 million gallon pump installed.

SIXTY-EIGHTH STREET PUMPING STATION—

One 14 million gallon pump installed. Boiler plant remodeled. Capacity of two old pumps increased.

WASHINGTON HEIGHTS PUMPING STATION—

One 1½ million gallon pump installed.

NORWOOD PARK PUMPING STATION—

One air lift pump installed. One additional well with pump installed. New boiler installed.

"Victory for Transfer.--The people have won a signal victory in the transfer case."

—Chicago Journal, Oct. 27, 1902.

About 50 miles of large main feeders, greatly improving the water pipe system of the City, have been laid.

All parts of the City have thus been attended to and the result has been a better and more satisfactory supply of water than for many years previous.

THE BUSINESS MANAGEMENT OF THE WATER OFFICE

Has improved to a most marked extent under Harrison. It is noteworthy to record, *in view of previous experiences peculiar to this office*, that no scandals or rumors have been connected with it during the past six years.

MAYOR HARRISON REDUCES WATER RATES.

May 1, 1898, a decrease was made in water rates, pursuant to Mayor Harrison s recommendation.

MAYOR HARRISON AGAIN REDUCES WATER RATES.

March 6, 1899, a further decrease was made in water rates, pursuant to Mayor Harrison's further recommendation.

SAMPLE RESULT

Of the reduction by the present administration:

In 1896 the average 8-room house paid for water $12.50 per year
In 1903 it pays..... 10.50 "

"The citizens of Chicago are to be congratulated on selection of special Counsel made by Corporation Counsel Walker to act as advisers of the local transportation committee in the work of framing the traction franchise extension ordinances."

—Chicago Evening Post, February 5, 1903.

MR. P. D. ARMOUR WROTE THE MAYOR

In connection with the reduction of water rates the late Philip D. Armour wrote to Mayor Harrison:

"DEAR SIR:—I have been delayed by a little press of business from doing what I intended to do some time ago, viz., to thank you for the interest taken by you in the adjustment of the water rates for this City.

The rates for large consumers of water are, under present conditions, entirely satisfactory, and, until the Water Department can make further reductions, I feel that no complaint can be reasonably made.

Personally I take great pleasure in assuring you of my appreciation of your efforts in conserving the great manufacturing interests of Chicago. The broad-gauge views entertained by you are in line with those held by your respected father when the same question was before him, and the City at large is to be congratulated upon your liberal handling of the subject.

Allow me, also, to add that I sincerely hope it will be many years before this City may be deprived of your wise judgment in the management of its affairs.

Yours very truly,

PHILIP D. ARMOUR."

The present administration has stripped the mains in the Stock Yards District and discovered many uncharted pipes, thereby preventing "leakage" in that district.

Under the present administration the percentage of expenditures to collections has been continually decreasing.

It cost $288,497.34 to collect $3,003,692.61 in 1896, or 9.6 per cent.
It cost $252,810.28 to collect $3,223,867.55 in 1902, or 7.8 per cent.

"Chicago was able to make a good showing at the annual round-up of the National Municipal League in Boston. An incident of the convention was the public recognition of the progress made by this city in matters of municipal reform, a progress which was marked enough to evoke special felicitation by the secretary of the league."—Chicago Record-Herald, May 19, 1902.

THE GREAT SEWEP SYSTEM BEING BUILT UNDER HARRISON.

THE NEW SEWERS. The construction of the intercepting sewer system, according to the plans changed and modified under Harrison's administration, has been completed to the extent of 17.57 miles.

The intercepting sewers are built along the Lake shore to intercept the flow of sewage into the Lake and turn it back into the Drainage Canal. The intercepting sewers are designed to cut off and prevent the flow of *23 outfall sewers into the Lake* along the City Shore from North to South.

HARRISON HELPS THE DRAINAGE CANAL AND THE TAXPAYERS. To complete the system it was necessary to construct pumping works and lateral conduits. The Drainage Board was about to construct pumping works and lateral conduits in order to enable it to supply the flow required by law. To save the double expense to the taxpayers the Mayor suggested, and the Board adopted, the plan of having the City pay the expense of the construction of the conduits and the Drainage Board the expense of the operation of them and the pumping works. The first work of this nature completed was the construction of the Twelfth and Twenty-second Street sewers, reversing the flow from the Lake to the River. These sewers drain a densely populated district, and have been estimated to carry 38 per cent of the sewage discharged into the Lake. The immediate result of their being built and the consequent diversion of the sewage was noted by the City Chemist in the reduction of 40 per cent in the pollution of the Lake water.

Records of Sewer Department.

"Now that the city has completed the 39th street sewer perhaps the authorities at Washington could do no better than to hand over to the municipal government the work of completing the federal building."—Chicago Daily News, March 7, 1903.

THE 39th STREET SEWER.

At Thirty-ninth Street the great conduit 20 feet in diameter has been completed from the Lake to the River, a distance of 12,123 feet. The intake and pumping station—the latter with the enormous capacity of 120,000 cubic feet of water a minute—will be ready for use by the fall of this year. Then all the sewage of the city from Diversey avenue on the north to 75th street on the south—eleven miles of Lake front—will have been diverted from the Lake to the Drainage Canal.

Records of Department.

TO RESCUE SOUTHERN END OF CITY FROM FLOODS.

South Chicago, Grand Crossing, Burnside and other parts of the city south of Seventy-fifth street have always been subject to overflow. Land has been purchased for a pumping station, and the assessment roll is being spread for a system of sewers, fifteen miles in length, which will be pumped into the intercepting sewer and effectively drain all this territory.

ILLUSTRATION OF SAVING TO CITY BY HARRISON'S DAY LABOR PLAN.

Lowest bid for building 14,994 lineal feet of intercepting sewer (running south from 39th street) ranging from 16 feet to 13¼ feet in diameter was $627,890.35; that is to say,

By contract, average cost per foot	$ 41 87
By day labor, average cost per foot	39 97
Saving to City per foot	$ 1 90
Total saving on 14,994 feet	28,488 69

This, notwithstanding advance of 15 to 20 per cent in labor and materials after bids were received.

"Compared with New York, Chicago is a remarkably economically administered city. Its revenues are far below its needs, and its streets are neglected because its people pay such a small tax rate both per actual wealth and per capita."

—Chicago Record-Herald, May 11, 1902.

STREET DEPARTMENT.

NOTE SOME CHANGES UNDER HARRISON.

	Miles.
There were of asphalt pavement in 1896	45.94
There were in 1901	100.29
There are now	129.54
There were of brick pavement in 1896	8.88
There were in 1901	48.83
There are now	68.20
There were of cedar pavement in 1896	752.58
There were in 1901	749.40
There are now	708.43
There were of granite pavement in 1896	25.20
There were in 1901	30.09
There are now	35.87
There were of macadam pavement in 1896	344.31
There were in 1901	387.08
There are now	420.73
Miles of Streets paved under Harrison	318.32

Since 1896 *the mileage of asphalt pavement has been nearly trebled;* the mileage of *brick pavement* is over *eight times greater;* the mileage of the out-of-date cedar block pavement has been decreased, and the pavements in each case have been replaced with more substantial ones.

GREAT INCREASE IN PERMANENT SIDEWALKS. Total mileage of walks existing in following named years:

	1897	1898	1899	1900	1901	1902	Total
Cement walks	80 66	98 88	90 83	95 80	167.19	120 67	654 03
Stone walks	3.27	5.34	4.77	5 85	.95	2 58	22.76
Cinder walks	.....	.....	6 80	29.71	98.79	106 31	241.61
Totals	83 93	104 22	102.40	131 36	266.93	229.56	918.40

Records of Public Works and Board of Local Improvements.

"The civil service law is being well administered; it has been of great service to the public; it has raised the standard of public work and has greatly reduced the evil effects of spoils."

—Chicago Evening Post, July 10, 1902.

Under prior administrations street paving contractors were compelled to guarantee their work for only.... 5 years

Under Harrison the contractors have been and are required to guarantee their street work for .....10 years

Records of Board of Local Improvements.

ABOLISHES WRETCHED CONTRACT SYSTEM. The unsatisfactory contract system of street and alley cleaning and garbage removal was abolished under Harrison's administration, and the work was undertaken by the city directly.

RESULTS.

In 1896, number of complaints (old contract system).....8,524
In 1902, number of complaints (City employment system)..1,417

—*Records of the Department.*

WHY NEW YORK IS CLEANER THAN CHICAGO. It is often charged that the streets of New York are better cleaned than those of Chicago. *True. Why?*

New York's street mileage is.....	2,572.41
Chicago's street mileage is	4,163.11
New York spent in 1901 on street cleaning and garbage removal.....	$5,192,660.00
Chicago could spend in 1901 on same only	944,123.00

—*Chicago Statistics, October*, 1902.

This means that

Chicago can spend for cleaning per mile only.....$ 226.76
While *New York spends for cleaning* per mile..... 2,019.40

Nearly 10 times as much

"The Journal is persuaded that Mayor Harrison intends to be as vigilant in the future as he has been in the past in regard to all traction questions and will protect the interests of the city faithfully."

—Chicago Journal, June 7, 1901.

DEPARTMENT OF ELECTRICITY.

THE ECONOMY AND EFFECTIVENESS OF THE DEPARTMENT Is illustrated by the following results secured within the last six years:

In 1896 total street lights amounted to 4,236,800-candle power
In 1902 total street lights amounted to 11,600,000-candle power

In 1896 the cost was	$ 1,069,000.00
In 1902 the cost was	936,179.00
Increase in light in 1902 over 1896 nearly	300 per cent
Decrease in annual cost	132,831.00

A LESSON IN MUNICIPAL OWNERSHIP.

In 1896 the city operated	1,256 arc lamps
In 1903 the city is operating	4,822 arc lamps
Cost per lamp in 1896	$ 96.40 per year
Cost per lamp in 1902, including salaries and office expenses	53.51 per year

MANY MORE LIGHTS FOR MUCH LESS MONEY.

To have rented from a private company the 4,508 arc lamps operated by the city last year would have cost	$ 524,837.00
As operated from the municipal lighting plants for the same period the cost was	241,208.00
Actual saving to the city	$ 283,629.00

A reduction in the cost of operating the municipal electric lighting system has been made notwithstanding a 30 per cent increase in the price of material; 20 per cent in the price of labor and 40 per cent in the price of fuel.

The city has paid out in building and operating its plants a total of	$ 3,400,663.00
To have rented the lamps from private companies would have cost	3,535,875.00

"Two things are to be noted, the first that the municipal plant is conducted efficiently at a less cost than that of the Edison Company, though it gives a greater return to labor."—Chicago Record-Herald, May 19, 1902.

Result: The city has saved more than the entire cost of its municipal lighting plants.

In 1896 city lighted with electricity, miles of streets.....	90
In 1902 city lighted with electricity, miles of streets.....	340
Since 1896 electric inspection fees paid by citizens have been reduced.....	40 per cent
In 1896 office expenses of Gas Bureau were over...	$ 30,000.00
To-day this Bureau is incorporated in Department of Electricity, effecting reduction in expenses of over.....	19,000.00

"The city has proved its capacity to run a lighting plant as well as a water plant. Given a thorough development of this activity and it can certainly force prices down. Why, then, should its people submit to the exactions of the private monopoly?

"The practical answer to this practical question is that here is not the slightest reason for submission, and this particular development indicates how the problem of municipal ownership, generally speaking, is likely to be settled."

Record-Herald, May 19, 1902.

BURIES THE WIRES. In the years 1900, 1901 and 1902, through pressure brought to bear by the Department of Electricity, the various telephone and telegraph companies removed their poles and placed underground their wires, from over 90.5 miles of streets, at a cost to the companies of over $1,100,000.00.

Electrician Ellicott

"And the second, that the governmental competition must tell not only against the rivalry of electric companies but against that of the gas monopoly as well."—Chicago Record-Herald, May 19, 1902.

TRACK ELEVATION.

ABOLISHING DEADLY GRADE CROSSINGS.

The stupendous work of elevating the steam railroad tracks in the city and thereby ABOLISHING THE DEADLY GRADE CROSSINGS, has been pushed with vigor and success unprecedented. The considering and furthering of ordinances for this purpose have been the work of a special committee of the City Council, appointed by the Mayor and known as *The Mayor's Special Committee on Track Elevation.*

Under all former administrations grade crossings actually abolished numbered..... 41

During Harrison's administrations grade crossings actually abolished numbered..... 286

Also under Harrison, ordinances have been passed for track elevation, but under which work is not yet completed, to abolish grade crossings, in number.. 422.33

And to elevate miles of track..... 54.81

In two years under Swift elevation ordinances passed, in miles..... 17

In six years under Harrison elevation ordinances passed, in miles..... 96.30

Under Swift in two years, miles of main track actually elevated..... 8.5

Under Harrison in six years, miles of main track actually elevated..... 54.81

Under Swift, grade crossings actually abolished..... 23

Under Harrison, grade crossings actually abolished 286

Cost of track elevation, work done under Swift..$ 2.025,000.00

Cost of track elevation, work done under Harrison.....$17,680,000.00

All of which cost was paid by the railroad companies.

—*Reports of Track Elevation Department.*

"The removal of grade crossings is a matter the city is able to attend to and is attending to as fast as it can. It has induced the railroads to do a great deal of track elevation, and the roads have paid all the bills—as they ought to."—Chicago Tribune, March 12, 1903.

TRIBUTE FROM MEN WHO KNOW.

Two pioneers of track elevation, said of Harrison with reference to track elevation:

"The elevations * * * are monuments that are more eloquent than any words we could use. We thank him in the name of those for whom he has labored, and the thousands whom he has benefited will not fail to show him that they are not ungrateful for his work."

—Rev. Father Edward A. Kelly and Rev. Father P. M. Flannigan.

CIVIL SERVICE COMMISSION AND ITS WORK.

APPOINTMENTS TO THE CIVIL SERVICE COMMISSION.

May 5, 1900, the Mayor appointed as Commissioner John W. Ela, an advocate of Civil Service Reform of national reputation.

"John W. Ela * * * was one of the most earnest advocates of the merit system before its passage, and since then has championed and defended the law and merit system in the courts. No appointee who might have been selected could have been more thoroughly committed to a faithful performance of his duties by an ineffaceable record. The appointment, therefore, is a conspicuously fit one."

—Chicago Times-Herald, May 6, 1900.

This was followed December 7, 1900, by the excellent appointment of Joseph Powell, as Republican member of the Commission.

* * * "His career and associates have been such as to indicate that he will be true to the merit law. There can be no doubt * * * that the whole Board now deserves the respect and confidence of the public."

—Chicago Times-Herald, December 9, 1900.

"In eastern cities the roads have borne only a part of the cost. Here the pracice is different, and will coninue so. Chicago does not need the services of a railroad commission to apportion expenses."

—Chicago Tribune, March 12, 1903.

After the death of Mr. Ela, Mayor Harrison appointed Mr. Julian W. Mack to succeed him.

"Mayor Harrison's selection of a successor to the late Mr. Ela on the civil service board is most satisfactory. Julian W. Mack is and has been for years a consistent supporter of the merit system. He is thoroughly in sympathy with the broadest application of this system, a sound and well-known lawyer, a university professor, a man of conviction, education and culture. As Alderman Jackson expressed it, 'It is an honor to the city to secure a man of Mr. Mack's attainments for such a position.'"

—Chicago Evening Post, January 6, 1903.

WORK DONE BY THE COMMISSION.

At the time of Mayor Harrison's first inauguration the greater part of the classified service of the City had not been brought under operation of the Civil Service Law. At present hardly a position in the classified service of the City has not been brought under the operation of the law.

The following table gives the figures as to examinations and certifications:

Number of examinations to April, 1897	142
Number of examinations under Harrison's administrations, to March 1, 1903	567
Number of Civil Service Certifications to May, 1897	1,792
Number of Civil Service Certifications since May, 1897.	24,044

—Report of Civil Service Commission.

"As it (the Civil Service Law) is now being faithfully enforced, employes need not fear to stand upon their rights."—Chicago Record-Herald, Nov. 2, 1901.

THE COMPTROLLER'S OFFICE.

The splendid work of Robert A. Waller, the Mayor's first Comptroller, in bringing order out of chaos in the City's finances, has been continued with marked success by William D. Kerfoot, the Comptroller from 1899 to 1901, and by his successor, Lawrence E. McGann, the present Comptroller.

Of Mr. Kerfoot's administration the *Chicago Tribune*, *February 3, 1901*, said:

"In less than two years a revolution has come into the affairs of the office of Comptroller. Bookkeeping methods have been revolutionized. The indebtedness of the City has been reduced $2,000,000 without increasing the City's floating debt. Bonds of the City have been sold at a lower rate of interest than ever before. Special assessment accounts have been looked into and unraveled until in time property owners will receive rebates due to them. After thirty years a correct balance of accounts in the office is being effected. Trust funds have been preserved intact."

In 1900 the bonded indebtedness was reduced.....$503,600.00
The indebtedness of the Water System was reduced.$500,000.00

In 1901 the bonded indebtedness was reduced.....$858,450.00
In 1901 the indebtedness of the Water System was reduced.....$501,000.00

In 1902 the bonded indebtedness was reduced.....$347,000.00
In 1902 the indebtedness of the Water System was reduced.....$799,000.00

—*Comptroller's Reports.*

Total reduction of bonded debt under Harrison.....$1,709.050
Total reduction of indebtedness of the Water System under Harrison.....$1,800.000

"The mayor's appointments will give general satisfaction, and are a pledge of a clean city morally as well as physically, while its affairs will be conducted on business lines."—Chicago Journal, April 30, 1901.

TRUST FUNDS HELD INVIOLABLE. The Harrison administration of the City finances has been the first to keep the sinking funds inviolable. No borrowing whatever is permitted from one trust fund for another, or for the general fund for the City's current expenses

CITY'S BILLS PAID SPOT CASH. The most marked financial reform effected under Harrison is the wiping out of the time-dishonored curse of unpaid bills. He who sells goods to the City now gets his money when it is due him. No man to-day need discount a bill against the City. On the other hand *the city now discounts its bills for cash.*

In 1895 the city's unpaid bills of the previous years amounted to	$ 1,347,386.85
In 1896 Swift's administration had swelled this amount to	$ 2,243,729.97
In Harrison's first year this burden was reduced to	$ 850,646.00
At the close of Harrison's first administration "unpaid bills" were reduced to	$ 489,941.41
To-day, at the end of Harrison's third term, all indebtedness for "unpaid bills" is	*wiped out*

—City Comptroller's Books.

REFORMATION OF ACCOUNTING SYSTEM. Another triumph for business methods will be found in the complete installation in every department of the City Hall of a uniform method of accounting and a system of auditing by officials retained especially for that purpose, who are independent of all departments.

—Comptroller's Books.

"Comptroller McGann's faithfulness to duty, his courage, and his honesty are known to every one of his fellow-citizens."—Chicago Journal, April 30, 1901.

CITY PRISON REFORM UNDER HARRISON.

THE BRIDEWELL. In the Bridewell there has been instituted and established in the last six years a *garbage-burning plant*, which consumes all the garbage from the Ninth and Tenth wards and all the garbage from the Bridewell; *green houses* have been built in which women prisoners are employed; a *brush factory* has been established, the *brick yards* have been reopened, a *cane shop* has been established, a *soap factory* has been established, in which is made all the soap used by all the City Departments; a *street-broom factory* has also been established, *in which are made all the brooms used on the streets by City employes;* and additional *sanitary improvements* have been made.

In the administration of the institution the following innovations have been made: *A complete separation of the boys from the men* has been accomplished through the medium of the John Worthy School. Early in the present administration it was insisted by Mayor Harrison that *no further contracts* should be entered into by the Bridewell *with prison contractors;* all the *prisoners are kept at work* on City industries and for the *benefit of the City alone.*

INCREASED EARNINGS. This method has increased the earnings from an average of $50,000 per year under contract system to $117,000 under the Harrison system.

In John Worthy School all cells have been abolished.

School has been changed from a *penal* to an *educational* institution.

PERMANENT IMPROVEMENTS. *Modern brick plant* was established in 1902 and over 5,000,000 brick furnished to city and used by it on intercepting sewers and other city work.

Stone-crushing plant, daily capacity 100 tons, was erected; stone taken from the quarry on grounds, and used on street repair work.

"Fire Marshal Musham's appointment is an excellent example of the working of the merit system and the banishment of political influence—a system which has made the Chicago Fire department the best in the country."—Chicago Tribune, June 26th, 1901.

Large addition to the hospital was constructed to care for victims of the liquor habit, who, after April, 1902, were not cared for by county authorities and who from that time were taken to this institution.

New quarters for women, and *additional cells for men* were constructed, and despite its great population, each inmate is assigned to an individual cell—a humane method recognized by the U. S. Government.

At Harrison's direction four acres of low ground abutting on the river have been filled in and plans have been prepared and an appropriation secured for a *large addition to the garbage crematory* constructed in 1900 on the grounds, which consumes the garbage of the institution and vicinity.

U. S. GOVERNMENT RECOGNIZES IT. For the first time in fifteen years the United States Government, in September, 1902, began sending prisoners here.

MANUFACTURE OF CREOSOTED PAVING BLOCKS. At Harrison's request the Council has appropriated for the manufacture of creosoted paving blocks at this institution required by the city for permanent pavements at one-half the price now charged for these blocks.

—*Council Proceedings*, 1902–1903, *page* 2620.

ECONOMICAL ADMINISTRATION OF INSTITUTION. An average daily per capita cost of maintenance of *thirty-three cents*, in contrast with *forty to fifty cents* average daily cost in majority of similar institutions in the country testifies to its economical management.

—*Reports of the House of Correction.*

THE JUVENILE COURT. After the establishment of the Juvenile Court for the care and disposition of dependent and delinquent children, at the Mayor's suggestion a representative of the Law Department was directed to be present at each session to assist the Court.

"Chief O'Neill is redeeming the promise implied in his appointment. He is cleaning the city."

—Chicago Journal, June 25, 1901.

"An appeal was made to the Mayor of the City, Hon. Carter H. Harrison, to detail a number of fatherly and humane men from the police force in the City, to be appointed as probation officers of the Juvenile Court. The detail was at once made. These police officers have been of great service in the work. In fact, it is hard to see how, without their assistance, the work could have been carried on.

"The Mayor of the City has responded to every appeal made to him by the Court for assistance in the enforcement of this law."

—*Judge Richard S. Tuthill, Presiding Judge of Juvenile Court, in address before Illinois State Board of Charities, November* 14, 1900.

ABOLISHES INIQUITOUS POLICE JUSTICE FEE SYSTEM.

For many years prior to the present administration the police magistrates took as their chief compensation the costs paid the court. The practice led to the evils of the so-called "Justice Shop System."

The Mayor, in his annual message, April 11, 1898, pointed out the evils of this system and shortly afterward abolished them entirely by requiring that all fees be surrendered by the justices to the City, and salaries accepted by them instead.

"The subject long seemed hopeless * * * Then, thanks largely to the courageous stand of a chief executive, the vice-breeding fee system was abolished in certain of the courts, and the justices were put on salaries. The result of this one step * * * was a decrease of 25 to 40 per cent in the number of arrests."

—*Chicago Daily News, December* 22, 1898.

"Chief O'Neill is doing a splendid work in the right way, just as he has been doing from the beginning."—Chicago Journal, June 21, 1901.

DEPARTMENT OF POLICE.

GOOD WORK BY CHIEF O'NEILL.

The Police Department, in spite of the limited funds available for its maintenance, makes a creditable showing in comparison with the Police Departments of other large cities; for nstance, New York.

Note statistics taken from the Bulletin of United States Department of Labor for September, 1900:

New York spends for Police Department annually, **$11,591,697**
Chicago spends for Police Department annually, **$ 3,668,886**

New York has 7,637 policemen.
Chicago has 3,085 policemen.

A New York policeman has to patrol 25.82 acres.
A Chicago policeman has to patrol 39.62 acres.

New York has one policeman for every 450 people.
Chicago has but one policeman for every 550 people.

In Chicago last year the police recovered lost and stolen property to the value of $436,786; restored 2,734 lost children to their parents, and cared for 10,381 sick and injured persons.

—*Report of Police Department for* 1902.

"We have no hesitation in saying that there is less crime in Chicago today than was ever before known, and fewer criminals. Not only so, but we believe there is no large city in the union that can make a better showing in this respect than Chicago.

"The truth is Chicago was never better governed in this respect than it is today, and Mayor Harrison, Chief O'Neill and the whole police department deserve the most unstinted praise for this condition."

—*Chicago Journal, November 29th, 1901.*

"What the Health Department has accomplished, in view of the limited means at its command, is remarkable and deserving of high praise."

—Chicago Tribune, July 21, 1902.

FIRE DEPARTMENT.

FIRE DEPARTMENT'S EFFICIENCY.

The administration of the Fire Department admittedly has been kept up to its well-known standard of efficiency.

CHIEF MUSHAM'S APPOINTMENT.

"The appointment of William H. Musham to the position of chief of the fire department will be generally received with satisfaction. The confidence which the public has learned to repose in the ability and energy of the firemen engaged in protecting life and property in this city will not be disturbed.

Mayor Harrison is entitled to public commendation for an appointment which plainly manifests a purpose to keep the merit system in the fire department intact."

—*Chicago News, June 25, 1901.*

HEALTH DEPARTMENT.

GOOD WORK OF THE HEALTH DEPARTMENT.

When Mayor Harrison took office he placed the Health Department under the control of a physician. For the two years prior to this time its head had been a layman without medical training or experience. During the last six years the work of the Health Department has reached a state of efficiency never before attained. Its monthly bulletins of vital statistics and investigations in the fields of sanitation and preventive medicine are highly valued by the press, the public and the medical profession. *The Philadelphia Medical Journal* April 28, 1900, said of these bulletins:

"In spite of the dirty streets and sooty air of Chicago its sanitary condition is better than that of Manhattan."—Chicago Tribune, July 31, 1902.

"Physicians who are fortunate enough to receive a copy of the monthly bulletin of the Chicago Department of Health cannot fail to be impressed with its constantly increasing value, both as an evidence of the large amount of work well done and as an educational factor of the medical profession of the inland metropolis. The monthly bulletin from Chicago is as different from and superior to the absolutely inane and useless list of deaths issued weekly by some other health departments as day is different from and superior to darkness."

"Few persons are aware of the real value of careful work done in the Health Commissioner's office in the way of scientific study and treatment in matters intimately connected with the health of the City."

—*Chicago Daily News*, *July* 10, 1899.

The London Lancet, the eminent English authority, said of one branch of the Health Department's work, April 15, 1899:

"The method of treatment adopted by the Health Department of Chicago has certainly afforded the best results yet published as regards the use of antitoxin in diphtheria. The system of investigation so admirably carried out has been the means of presenting the medical world with a very complete system of medical statistics, and it would be most instructive if other municipal bodies would arrange for similar investigation so as to test what is practically one of the greatest medical discoveries of the present century."

"The City Council, particularly the republican majority, has been making a pitiful spectacle of itself. The Mayor recommends some measure, and the aldermen tumble into line and go over the mayoralty hurdle like a lot of circus horses."—Chicago Journal, February 26, 1902.

"An Admirably Conducted Bureau—The rapid decrease in the prevalence of typhoid fever and the greatly reduced mortality from that disease are facts which constitute a tribute to the efficiency of the city health department."

—*The Chicago Chronicle, October* 7, 1902.

"Dr. Reynolds, the head of the Chicago Board of Health, is probably not quite so august as the New York functionary. At any rate, he seems to regard the general public and its health as less beneath his notice, and gets out a great many bulletins for its information and guidance that never appear to be dreamed of in the New Yorker's philosophy. In one of these, recently issued, Dr. Reynolds calls attention to the contagious feature of pneumonia, which the general public does not appear to understand, and emphasizes the necessity for caution."

Brooklyn Eagle, February 22, 1903.

The Department won gold medals at both the Paris exposition and the Pan-American exposition at Buffalo.

OTHER WORK.

CITY SEALER'S WORK.

For the first time almost in the history of the department the City Sealer's office has, under Harrison's administration, performed the duties for which it was created.

On the recommendation of the City Sealer, November 19, 1900, a new ordinance was passed by the City Council regulating

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"The Mayor has done a most excellent thing in notifying the managers of the various theaters in the city that on and after February 15 the patrolmen assigned to them will be charged for at the regular rate charged by the department for special details."

—Chicago Journal, February 14, 1902.

and fixing the size of coal baskets and milk bottles. On his recommendation a new bread ordinance was introduced in the Council and passed.

—*Council Proceedings*, 1900-1901, *page* 2146.

The administration of the office has been particularly diligent, as newspaper readers have noted. Vigorous prosecutions have been made of short-weight coal dealers, which resulted in fines in each instance. Peddlers and all sellers of commodities by weights and measures have been vigorously prosecuted in every instance where the vigilance of the City Scaler has disclosed the fact that short weights or measures were being used.

CITY GETS RECEIPTS FROM OIL INSPECTION. The Oil Inspector's office shows to-day increased income, as follows:

Two years' receipts under Swift	$ 999.56
Receipts for the year 1902 under Harrison	12,402.42
Add for 1902 claim in suit by City against Standard Oil Company	9,649.79
	$22,052.22

—*Comptroller's Books.*

THE MUNICIPAL LODGING HOUSE. The Mayor recommended to the Council, through its Finance Committee, the establishment of a *Municipal Lodging House* upon the lines of the one in successful operation in the City of New York, by which the really deserving poor are helped to employment and the actual tramps and vagrants sent to the City prison. This is now in successful operation.

HARRISON PROTECTS RESIDENCE DISTRICTS, CHURCHES AND SCHOOLS AGAINST SALOONS. The records of the City Clerk's office show numerous applications for licenses to maintain saloons in residence districts which have been refused in every instance by Mayor Harrison. In every part of the City, saloons in residence districts, or within 200 feet of any

"Almost anything the Mayor stands for the republican majority and the democratic minority indorse. In five years the Mayor's veto has been overridden but three times. Yet when politics begin to warm up the republican aldermen tell the people what a frightful Mayor Chicago has."—Chicago Journal, February 26, 1901.

church or school, are absolutely prohibited by Mayor Harrison.

The local Hyde Park ordinances restricting the sale of liquor have been repeatedly fought for and sustained in the Circuit, Appellate and Supreme Courts of this State by the City Law Department by Mayor Harrison's direction. That the people of Hyde Park acknowledge and have reason to be grateful for the administration's attitude on this question appears from late reports of the Hyde Park Protective Association.

SUPPRESSION OF BLIND PIGS.

The Mayor has always been a vigorous and unrelenting foe of the "blind pigs," that is, places where liquors are sold without a license. The task of eradicating them has always proved most difficult. In the summer of 1900 the Mayor placed the matter in the hands of Corporation Counsel Walker, with instructions to proceed against them, with the result that *all the blind pigs were driven from Hyde Park for the first time in its history.*

"There are no more blind pigs, and I hope this condition will last. * * * I must say that under Mr. Walker, the Hyde Park Protective Association and the lovers of the law in the Prohibition District have received more aid than ever before. Mr. Walker's work cannot be extolled too highly."

—*Mr. Arthur Burrage Farwell, Secretary of the Hyde Park Protective Association, in the Chicago Daily News of August* 8, 1900.

February 24, 1902, Secretary Brintnall, of the Hyde Park Association, wrote Mayor Harrison's Law Department: "We congratulate you on the splendid victory in the Germania case in the Superior Court, and express our appreciation of your loyal and continuous support of the Hyde Park people in their long contest for protection of their homes."

To a man up a tree it would seem that either the Mayor is radically wrong and the Alderman are a lot of wooden Indians or the Mayor is an angel and the Republican Aldermen are a lot of hypocrites."

—Chicago Journal, February 26, 1902.

HARRISON ENFORCES THE PRINCIPLE "INTEREST ON PUBLIC FUNDS BELONGS TO THE PUBLIC."

HARRISON STOPS COUNTY TREASURER'S LOOT OF INTEREST ON PUBLIC FUNDS.

Harrison was the first man officially to call attention to the enormous amounts in interest on public funds received annually by the County Treasurer, *all* of which was appropriated to his own private use, and to take active steps to recover it for the public.

In October, 1901, Mayor Harrison consulted his Corporation Counsel, who gave an opinion, the gist of which was "interest on public funds belongs to the public." The Mayor demanded the City's share of interest received. It was refused. He then directed that suits be brought against the Treasurer to make him account for the interest and to compel his bondsmen to stand good for the amount found due. These suits are now pending and awaiting an early trial. The result of this agitation has been that the County Treasurer and no longer receives that interest for himself—*estimated at more than $100,000* annually.

AND COMPELS REDUCTION OF CITY TREASURER'S COMPENSATION IN INTEREST.

It has been and is the practice of the City to give a percentage of the interest on its funds to the City Treasurer for his compensation and expenses.

The City Council in the appropriation bill for 1903 fixed this compensation of the City Treasurer at 50 per cent of the amount of the interest on public funds in his hands. This, it was estimated, would yield to the Treasurer a net annual return of more than $50,000.

"At this point Mayor Harrison came to the front by putting a plank in the Democratic platform pledging the candidate of that party to a net income of $15,000. Mr. Harrison followed

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"Above all, he has stood like a rock in front of the audacious Allen law, and by his determined attitude he has nullified the schemes of the Traction Companies that would have profited by that nefarious measure."—Chicago Evening Post, March 17, 1899.

this by amending the budget by reducing the 50 per cent to be retained by the Treasurer to 35 per cent and, *stung into action*, the City Council still further reduced it to 25 per cent." * * * * Mr. Harrison "is to be congratulated on knowing an opportunity when he sees it, and the city on the saving effected through him."

—Chicago Record-Herald, March 22, 1903.

THE CORPORATION COUNSEL'S OFFICE.

A MAYOR'S RESPONSIBILITY.

The Mayor appoints the Corporation Counsel. "One can hardly realize the magnitude of the office of the Corporation Counsel of the City of Chicago, the responsibility he has at times to assume, and the vast legal interests that are submitted to his care.

RESULTS SHOW WHAT HE STANDS FOR AND AGAINST.

Corporation Counsel Charles M. Walker has conducted the business of his office with great ability, and for the best interests of the city. He has so directed his able assistants as to secure the very best results."

—The Chicago Legal News, January 3, 1903, Vol. 35, page 116. The leading legal publication of the West.

"Rewards the Corporation Counsel---Instead of using up all of his appropriation of $86,000 last year, Corporation Counsel Walker turned back $16,000 of it into the city treasury December 31. In recognition of this the Finance Committee made him the same appropiation for 1903."

—Chicago Chronicle, March 1, 1903.

Following Are Some Results Under Harrison:

SOME GREAT VICTORIES FOR GREAT PRINCIPLES.

In *Illinois Central Railway Company* vs. *Chicago*, the United States Supreme Court affirmed the judgments of the Superior Court of Cook County and Supreme Court of Illinois (173 Ill., 471), restraining the Illinois Central Railway Company from constructing a round-house on made land on the Lake Front, thereby affirming the title of the People of the State of Illinois and City of Chicago to the made land along the shore of Lake Michigan—a decision of incalculable value to the city.

SAVES THE LAKE FRONT.

I. C. Ry. Co. vs. *Chicago*, 176 *U. S. Repts. p.* 646.

WINS SEVENTY-FIVE CENT GAS CASE IN U. S. COURT.

The United States Circuit Court, in the case of *Peoples Gas Light and Coke Company* vs. *City of Chicago*, case number 25,780, sustained the validity of the ordinance limiting price of gas to seventy-five cents. The Company has appealed to the U. S. Supreme Court, and filed a bond of $600,000.

DEFEATS ATTEMPT TO ESTABLISH RIGHTS UNDER 99-YEAR ACT IN U. S. COURT.

In two suits entitled *William L. Elkins* vs. *City of Chicago*, et al., cases number 25,932 and 25,933 in the United States Circuit Court, the City again won, and complainant appealed to the United States Supreme Court, where cases are now pending.

"If he had been less strong and less courageous, if for a moment he had shown the least indication of wavering, he would have been run over by the Truculent Council, and the people would have lost their rights. For this courageous attitude Mayor Harrison deserves the thanks of all good citizens."

—Chicago Evening Post, March 17, 1899.

ESTABLISHES POLICE POWER TO COMPEL STREET RAILROAD COMPANIES TO CLEAN RIGHTS OF WAY.

Another victory for the City's Police Power. In *City of Chicago* vs. *Chicago Union Traction Company*, the City had been defeated in the Criminal Court (Judge Holdom) in its attempt to compel the Chicago Union Traction Company to clean its rights of way, but upon appeal to the Supreme Court, that court held that the City had the power to compel street railroad companies to clean their rights of way.

Chicago vs. C. U. T. Co., 199 Ill., p. 259.

This will save the City more than $200,000 per year.

—Commissioner of Public Works.

THE CELEBRATED TRANSFER CASES.

In the eleven well known *Transfer Cases* the City won great victories for the people.

The Supreme Court of Illinois affirmed the Superior Court of Cook County in entering fines against the Union and Consolidated Traction Companies in suits brought by the City for failure to give transfers.

Chicago Union Traction Company vs. *Chicago*, 199 Ill., pp. 579-684.

The companies have paid the fines, court costs and entire expenses of the City in trying the cases, and are giving transfers entitling passengers to continuous rides for one fare, five cents.

HALF FARE FOR CHILDREN.

Immediately after these decisions the Corporation Counsel succeeded in his efforts to require street railways to carry children for half fare.

POLICE POWER OF CITY TO ENFORCE TRACK ELEVATION.

In the Burlington case the City established its police power *to compel steam railroads to elevate their tracks.*

181 Ill., p. 605.

RAILROAD COMPANIES MUST NOW CONSTRUCT AND REPAIR VIADUCTS AND APPROACHES; NOT THE CITY

In *Chicago, Milwaukee and St. Paul R. R. Co.* vs. *City of Chicago*, the Supreme Court held the company liable for the construction and maintenance of viaducts and approaches over street crossings.

C., M. & St. P. Ry. Co. vs. *City of Chicago*, 183 Ill., p. 341.

OUSTS LAWLESS STREET RAILROAD.

February 18, 1903, the Supreme Court of Illinois affirmed the Circuit Court (Judge Tuley), holding that the City had rightfully forfeited the franchise of the *Suburban Railroad Company* to operate on certain streets, and that the City had authority to cause the removal of the tracks. *Pending on petition for rehearing.*

PROTECTS CHICAGO AND CALUMET RIVERS.

October 14, 1902, in *Deering* vs. *Chicago*, Case number 26,003, the U. S. Circuit Court confirmed the authority of the City over the Chicago River and refused to restrain the City from preventing the construction of a dock in the north branch of the Chicago River, which would narrow the width of the channel and be an appropriation of a portion of public waterway.

February 23, 1903, the United States Supreme Court, in the two cases of *Calumet Grain and Elevator Company* and *Cummings* vs. *Chicago*, affirmed decrees of the United States Circuit Court confirming the same power of the municipality over the Calumet River.

(Decision not yet printed).

RECLAIMS LOST STREETS.

In *Eisendrath* vs. *Chicago*, the Supreme Court of Illinois affirmed a judgment of the Circuit Court of Cook County finding that Sangamon street, from Dix street to the north branch of the Chicago River, was a public street. For many years this street had not been used by the public, adjoining property owners having encroached upon it so that it was entirely lost to the public.

Eisendrath vs. *Chicago*, 192 Ill., p 320.

In *Shirk* vs. *Chicago* the Supreme Court affirmed the title of the people to a strip of land thirty feet in width on the east side of Michigan avenue, between 12th street and Park Row (part of a street in the heart of the City), the use of which the public had been deprived of for a long period of years.

Shirk vs. *Chieago*, 195 Ill., p. 298.

LOWERS BUSINESS TELEPHONE RATES.

February 9, 1903, the Appellate Court in the case of *City of Chicago, et. al.* vs. *Chicago Telephone Company* (decision not printed), a proceeding instituted upon the strength of an opinion rendered by the Corporation Counsel to the City Council, enjoined the Telephone Company from charging a rate per annum of more than $125 (it was charging $175) for business telephones with long distance equipments.

PROTECTS HOMES OF HYDE PARK.

In three attacks upon the Hyde Park Liquor Ordinance, the Supreme Court sustained the validity of the Hyde Park Liquor Ordinance and the position taken by the Mayor.

People ex. rel. Hinch vs. *Harrison*, 185 Ill., page 307.

Harrison vs. *People ex. rel. Boetter*, 195 Ill., 466, reversed, 97 Ill., App. 434.

People ex. rel. Krause vs. *Harrison*, reversed, 92 Ill., App. 643.

SUSTAINS THE MAYOR IN REFUSING LICENSE TO BOWLING ALLEY IN RESIDENCE NEIGHBORHOOD AND NEAR CHURCH.

In *Harrison* vs. *People ex. rel. Jaeger*, the Appellate Court reversed an order of the Circuit Court (Judge Hanecy) compelling the Mayor to issue a license for the operation of a bowling alley in a residence neighborhood and near by a church, holding that the Mayor had a discretion in the issuance of such a license and that he had properly exercised such discretion.

Harrison vs. People, ex. rel. Jaeger, 101 *Ill. App., p.* 224.

ENFORCED PAYMENTS OF COMPENSATION BY STREET RAILWAY COMPANIES.

The Supreme Court of Illinois, in *Chicago General Ry. Co.* vs. *Chicago*, held the street railroad company liable to the city for the payment of $2,250 for a mileage tax under its franchise, and Feb. 7, 1900, the company paid into the City Treasury said amount, with costs and interest amounting to $2,628.71.

Chicago General Ry. Co. vs. *Chicago*, 176 Ill. 253.

The City recovered a judgment in the Superior Court of Cook County, Case No. 204,240, against the Chicago and South Side Rapid Transit Railroad Company (Alley "L") for $12,981.93, the amount due the city for mileage tax under the terms of the company's franchise for five years, which judgment, together with court costs and interest, making a total amount of $13,074.07, has been paid.

A judgment was also entered against the Lake Street Elevated Railway Company for similar compensation due for seven years' arrears, by the Circuit Court of Cook County, Case No. 204,176, for the sum of $13,374.42, which also has been paid.

Payments by street railway companies and elevated roads to the City were:

In 1899	$ 79,645.61
In 1900	105,058.09
In 1901	120,898.64

"The marked increase during the past two years is attributed to the successful efforts made by the City of Chicago in exacting payments from companies which were in arrears or delinquent. The material assistance rendered by the Corporation Counsel is highly appreciated by this department"

—*City Collector's Report of December 31, 1902.*

RENEWAL OF STREET RAILWAY FRANCHISES THE MAIN QUESTION THE NEXT MAYOR OF CHICAGO WILL HAVE TO MEET.

THE QUESTION STATED.

These remarks apply to-day: "*Chicago's Mayoralty campaign. The underlying question of the campaign will be: Shall the public, through the City Council and the Mayor, or shall the street railway corporations control the streets and the systems of taxation to be imposed upon corporations using the streets? * * * The Republicans have partly fallen into the control of the companies through the workings of the party machine, dominated by Congressman William Lorimer. It is his purpose that a Mayor and Council shall be chosen which will be favorable to the wishes of the street railways. * * * If Mayor Harrison is re-elected it is a foregone conclusion that street railway control of local legislation is ended forever, and that the corporations will have to pay handsomely hereafter for franchises.*"

—*The New York Evening Post, January 30, 1901.*

"Mayor Harrison's unswerving loyalty to the people in their battle against the dishonest assaults of the Traction Companies, his success in defeating the would-be grabbers, and in forcing the repeal of the Allen law, and his intelligent and patient effort to equitably solve the street railway franchise problem for this City, have very naturally commended him to the favor of those voters who, regardless of party predilections, believe in sustaining a tried and competent public official."—Chicago Daily News, March 8, 1901.

MAYOR HARRISON'S POSITION ON TRACTION STATED.

In 1899 Mayor Harrison outlined the conditions on which he believed the traction question might be settled with justice to the street railway companies and with full consideration of the people's rights. The conditions were as follows:

"The passage by the Legislature of a municipal ownership enabling act; this to be an absolute prerequisite to any consideration of the traction question. The reference of all proposed extension ordinances to a vote of the people for their sanction and endorsement. An improvement of accommodations which will do away with the present uncomfortable, unwholesome and indecent overcrowding of cars. Adequate compensation in the form either of a percentage of gross receipts into the treasury as a trust fund, to be expended solely upon the public streets, a reduction of fares, or a combination of both forms. An express waiver of all alleged rights under the ninety-nine-year act. Provision for municipal ownership at the earliest possible date. The simultaneous expiration of all franchises on or before twenty years from date of grant, and the express prohibition of the transfer of a franchise to a foreign corporation. The use of the underground trolley within certain boundaries; the realignment of terminals that transportation may be rapid and street congestion avoided; the use of modern grooved rails in all paved streets, and the paving of rights of way by the traction companies with asphalt or dressed granite block. A universal system of transfers. Full publicity of accounts. A system of arbitration for the settlement of disputes arising between traction companies and their employes. A single car service instead of the present train service."

99 YEAR ACT. Mayor Harrison demanded the waiver of all alleged rights claimed under the 99 year act, because for twenty years the street railway companies have held this infamous measure as a club over the people of Chicago whenever a settlement of the traction question has been broached. Twenty years ago when the franchises were last extended the adjudication of the 99 year act was postponed to be taken up during the life of the franchise then granted. Twenty years have passed and the act is still uncontested, still unsettled. To-day the traction magnates again ask an extension of franchise, and again demand a postponement of the 99 year act controversy, to be taken up at some time during the life of the proposed extended ordinances. Should this be done another twenty years will pass, and at the end of that time the same club—the alleged rights of the companies under the 99 year act—will be swung over the heads of the citizens of Chicago, and again the traction magnates will propose a new extension of their ordinance, a new postponement of adjudication of the rights claimed under the 99 year act and so on *ad infinitum.*

MUNICIPAL OWNERSHIP ENABLING LEGISLATION. Mayor Harrison demanded the passage of municipal ownership enabling legislation as a prerequisite to the granting of new franchises. Why? *Because if the franchises be extended prior to the passage of such legislation it will be made altogether too easy for the traction companies in the many devious ways known to their kind to block the legislation which would give Chicago the right to own and control its utilities.*

REFERENDUM. Mayor Harrison also demanded the passage by the Legislature of an act which would take from the Mayor the veto power on street railway legislation, now vested in him as a means of protecting the people's property and their rights, and would transfer that veto power to the people to whom it properly belongs.

In this same message Mayor Harrison wrote the following words:

"One hears occasional criticism of the failure of the present city administration to pass constructive street railway legislation. Whenever the traction companies are ready to take up a settlement of the question upon the foregoing lines constructive legislation may readily be had. Until they express a willingness to approach the question with due regard for the rights of the citizens no honest-minded critic can find fault with the city administration for its neglect to pass constructive legislation."

In the years Mr. Harrison has been Mayor three opportunities have been presented to him to settle the traction question. He was first given the chance when the Humphrey law was under consideration by the Legislature of Illinois—a proposed law whose defeat was in larger measure due to his stand than to any other agency. The second opportunity was presented when Charles T. Yerkes asked of the City Council of the City of Chicago the passage of the so-called fifty year ordinances. What Mayor Harrison's services were in defeating this obnoxious measure is known to all citizens. The third opportunity came when two months ago the representatives of the traction companies appeared before the Local Transportation Committee to present their case.

THE 99 YEAR ACT STUMBLING BLOCK

All went swimmingly until the question arose as to what disposition should be made of the rights claimed by the companies under the 99 year act. Here horns were locked and the conferences were ended. The representatives of the eastern holders of stock in the Union Traction Company returned to New York, leaving this word behind—

THE MAYORS' DEFEAT IS THE TRACTION COMPANIES' HOPE.

That they would not return to Chicago until after the municipal election, and when they would return they might find a new occupant in the Mayor's chair.

THE MAYOR'S SPEECHES.

This is Mayor Harrison's record as an "obstructionist."

A fair statement:

"Of Mr. Harrison it may properly be said in his favor that his integrity is unquestioned; that his record in defending the rights of Chicago in the traction issues is a tremendous element of strength; that honest men will love him for the enemies he has made in the ranks of his own party; that his election will make sure that no cooked-up bipartisan judicial ticket will be forced on the voters in June in order that incompetents or worse may be kept on the bench; that above all that when the traction question is settled it will be settled in the interest of the people of Chicago."

—*The Record-Herald, March* 25, 1903.

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